

SECRET

PRIORITY

1429Z 22 JAN 63

DIRECTOR 25X1A

[REDACTED]

OSA (1-2-3-4-5-6-7-8-9-10-11-12-13-14-15-16)

PRIORITY

S/C (17)

25X1A

25X1A

TOR: 1648Z 22 JAN 63

25X1A

IN 63367

PRITY [REDACTED]

INFO [REDACTED]

0651

[REDACTED]

25X1A

1. G-3215/220120Z/342

2. 9/100/27/25

A. 9R/35/0-11-6000/189-10-2-6-2/9L/39/0-11-6000/189-2-10-6-2.

B. 34/6/10/150/BUILT-IN.

25X1A

C. 5497/3665/5497/3665/5497.

D. 1-220224Z/STBY-220306.5Z/1-220353Z/2-220632Z/STBY-

220726Z/OFF-220727Z.

25X1A

E. [REDACTED] 221800Z.

25X1A

3. Q-BAY PRESSURE LOST AFTER LAST FLIGHT LINE. AT SOME POINT

HATCH HEATER FAILED, BURNING AND WARPING BOTTOM ACCESS COVER OF

[REDACTED] CAUSING LIGHT LEAK. POSSIBLE VACUUM FAILURE--REF [REDACTED]

25X1A

0646. [REDACTED] WAS NOT BEING PULLED TO PLATEN ON POST OF INSPECTION.

HOWEVER, AFTER UNLOADING, VACUUM VALVE WAS FUNCTIONING PROPERLY.

25X1A

[REDACTED] WAS VERY COLD AND WET ON LANDING. FAILURE COULD BE CAUSED BY ANY OF THE ABOVE.

SECRET

25X1A

S E C R E T

[REDACTED] 0651 (IN 63367)

PAGE TWO

4. 19/100/740

A. P-6-1000/144-5-5-62

B. 32/3E/RED.

C. PLUS 20 SEC.

25X1A D. [REDACTED] 221000Z.

5. NONE

6. GOOD

7. CLEAR

8. GOOD

9. GOOD

10. NONE

11. NO TURBULENCE. GENERAL WEATHER--MOSTLY SCATTERED TO CLEAR.

END OF MESSAGE

S E C R E T